

## THE GOVERNMENT MULCTED

## ABUSES SHOWN IN CONNECTION WITH SOLDIERS' HOME.

## BLUES FIGHT AGAINST THE MANAGEMENT—SCANDALS RELATING TO BOARDS' INSPECTION EXPOSED.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, July 16.—In the LIVTH Congress the member-at-large from the State of Kansas was Richard Whiting Blue. At or near Leavenworth, in Kansas, is located the Western branch of the National Home for Disabled Volunteer Soldiers. Altogether there are seven branches—the Central, located at Dayton, Ohio; the Northwestern, at Milwaukee; the Eastern, at Togus, Me.; the Southern, at Hampton, Va.; the Western, at Leavenworth, Kan.; the Pacific, at Santa Monica, Cal., and the Marine, at Marion, Ind. They are governed by a Central Board of eleven members, in addition to which the President, Chief Justice and Secretary of War are ex officio members. They hold office for four years, and are appointed by Congress. The Board is officered by a president, vice-president, second vice-president, secretary, and a general treasurer and an inspector-general, who has an assistant. General William B. Franklin has been a member and president of the Board for many years, and practically the autocrat of the system. He is a graduate of West Point and was one of McClellan's most distinguished major-generals in the Civil War.

Locally each branch of the Soldiers' Home is managed by a governor, treasurer, quartermaster, commissary, adjutant, surgeon, chaplain and inspector. More than twenty thousand disabled veterans are cared for, and the cost of their care in the aggregate reaches in round numbers \$4,000,000, which in one form or another comes out of the public treasury. It thus appears that the National Home for Soldiers is a pretty big institution. At the time Richard Whiting Blue entered Congress Colonel Andrew J. Smith was governor of the Leavenworth branch. He had been its manager for several years, and was one of General Franklin's personal favorites. There were scandals connected with his management of the following character: He was unpopular with the inmates of the Home, disliked by the subordinate officers, and was an object of pretty general execration through Kansas and Western Missouri. His record had been investigated three times. Strong efforts had been made from time to time to oust him, but without avail. General Franklin stuck to Smith through thick and thin, and at last, through sheer exhaustion, it was generally admitted that "Andy," as he was endearingly called by General Franklin, could not be budged; that he was a fixture, and the abuses which through long immunity he so boldly practised must continue until death closed the account.

## MANY CHARGES AGAINST SMITH.

Then "Dick" Blue took hold of the matter. An old soldier himself, he felt it to be his duty to alleviate the sufferings of the inmates of the Soldiers' Home. In the wild Western style he announced that a fight was on, and that he was in it to stay. And so he did. In a short time, despite frantic but mysterious efforts of several members to prevent it, the House instructed the Speaker to appoint a committee to investigate Governor "Andy" Smith and the Leavenworth branch. In due course the committee, composed of William W. Groat, chairman; Charles W. Stone, Vespasian Warner and F. C. Layton, proceeded to Leavenworth and made the investigation. Governor Smith was represented by counsel, and Colonel Blue appeared in behalf of those who filed the charges.

Upon most of these charges, the committee rendered the Scotch verdict of not proven, but it did find that Smith had used public property for his own personal benefit. It also found: "Most of the friction and disorder which they find in this branch is due to the way the Governor has of doing things and to the doubtful and indiscreet things he has done."

The committee accordingly recommended the removal of Governor Smith, and the appointment of some other man in his place.

But the Board of Managers, through its president, General Franklin, cunningly evaded this recommendation by transferring Governor Smith from the Leavenworth branch to the Pacific branch at Santa Monica. Thereafter things immediately quieted down in and about the Leavenworth Home, and the storm center was removed to California. All will remember the subsequent attempt of a crazy soldier to blow Smith up in his Leavenworth home, before his departure for California. Governor Smith has since died a natural death, and with him have departed all the disorders and frictions growing out of his queer management of the Leavenworth Home.

## BLUE'S CAMPAIGN EXTENDED.

Blue's fight in the House on Smith incidentally branched out into an inquiry covering the general management of the National Home. Congressman Blue dug up a good many ugly facts about President Franklin, and threatened to carry the fight into Africa if Franklin did not "let go of Andy," or otherwise take him out of the Kansas Home. Among other things it was found that little regard was had for what little law there was on the subject in the management of the homes, and that gross extravagance in the expenditure of the appropriations was the rule. A speech made in the House on the most subject by Judge Blue was replete with the most serious charges against the official management of the homes. Among other things Blue brought forward a printed report of the items of expense of a single journey of the Board in a private car on an inspection tour to the California branch which had cost \$5,000 or upward, which included all sorts of luxuries for travellers and the attendance of servants. Several members of the Congress were at that time also members of the Board of Managers. These participants in the Board's annual summer junkets to the Pacific Coast and elsewhere under the guise of public duty at public expense came to its rescue in the fight with Blue, resorting to all kinds of secret manoeuvres to thwart his object, but avoiding, as far as possible, any open opposition to a movement evidently in the public interest.

Nobody will ever know the uphill work Blue had in exposing the shame of Smith's Home and the autocratic power behind the throne in the person of General Franklin. A recent decision of William W. Brown, auditor for the War Department, recalls some of Congressman Blue's disclosures in the Leavenworth Home fight. Mr. Brown disallowed vouchers for the hiring of a private car for the travel of the Board of Managers from Chicago to the Pacific branch of the Soldiers' Home, at Santa Monica, and return, from June 15 to July 4, 1897, amounting to \$2,805.77. Mr. Brown found no authority of law for the hiring by the Board of a private car "at a rate far in excess of their travelling and other actual expenses, had they individually made use of the ordinary comfortable facilities" available, and he therefore "sat on" the account. General Franklin appealed from the auditor's adverse decision, alleging that the Board was the sole judge of the reasonableness of such expenditures; that the Secretary of War had approved of such expenditure; that

the practice of hiring special cars for such trips was well known; that it was a reasonable expense, and in fact a saving to the Government, etc. Upon this appeal the case was reviewed by Assistant Controller Mitchell of the Treasury.

## EXTRA TRANSPORTATION SHOWN.

This review is interesting and instructive reading. It appears that five persons, Managers Franklin, McMahon, Anderson and Henderson, and Treasurer Birmingham, were the only members of the Board who were on the journey, although fifteen tickets were bought and vouchers for a "necessary" part of the expenditure. Several private persons were transported and subsisted for the round trip, among them Mrs. Anderson, Mrs. Henderson, Miss Henderson and Messrs. Cantor, Weiser, Bridges and Engard. Besides these, other persons made part of the trip with the officials. Afterward Treasurer Birmingham paid himself out of the Home's funds seven cents a mile for the round trip, amounting to \$255.75, and this sum he turned in as his part of the expense. The private persons then refunded \$212.18 for their subsistence, leaving the net expense \$236.88.

It thus appears that if the four members and Treasurer Birmingham had travelled in the ordinary way at seven cents a mile—the Army rate, by the way—the total cost of this trip to Santa Monica would have amounted to only \$1,278.75, which would have been excessive, for there is no law allowing seven cents a mile for such journeys to civilians. They are only entitled to actual expenses.

Mr. Mitchell, while severely criticising the account, finally overruled the Auditor's decision and let it pass for various reasons, chiefly for the singular reason that the Board was composed of persons who were used to easy times and comfortable surroundings.

## LUXURY FOR BOARD MEMBERS.

All of this is germane to the recent discussion of the Army mileage fiasco, because this Board is so closely allied to the War Department, and has for its chief an ex-Army officer of engineers. It may be proper to provide such luxuries as private palace cars for Government officials who are "used to 'em," but that extraordinary fiscal practice does not warrant the transportation in them of their wives and daughters and friends. It is quite clear that it would be much cheaper for the Government to employ as members of this Soldiers' Home Board men who were not so familiar with such luxurious surroundings, and, thereupon, it is to be presumed, a ruling would be admissible that private cars would be inadmissible for such journeys.

This disclosure illustrates in another way a class of costly Government inspection which does not inspect. It is the province of the Inspection Department of the War Department to inspect these homes, and it does it. Besides, there is connected with the Board of Managers an inspector of its own, who is travelling pretty much all the time on this business. Why, then, are these annual journeys of the Board accompanied by their families and parties of friends necessary?

## MONEY FOR DEPOSITORS.

THOSE OF THE MIDDLESEX COUNTY BANK, OF PERTH AMBOY, ARE EXPECTED TO RECEIVE 90 PER CENT.

New-Brunswick, N. J., July 16 (Special).—Quiet, though not lonely, was the first Sunday George M. Valentine spent in the Middlesex County Jail. He was visited by his wife and his parents, who spent the greater part of the day with him. This was due largely to the wish of the mother to give her son some consolation as she could. Neither parent would say anything after the interview. It is the opinion of the Valentine family that the young man made his first false step in attempting with others to carry out a contract for dredging on the coast of Maine. It is said that he lost \$50,000 in this scheme, and that to regain the money he ventured into Wall Street with disastrous results. It is probable that he will make application for an immediate trial.

A large stockholder of the Middlesex County Bank, of Perth Amboy, when seen to-day said he believed the depositors, whose claims aggregate about \$440,000, will receive at least 90 per cent. A receiver will be appointed at once. An application for permission to form a National Bank was granted yesterday by the Controller of the State.

The Perth Amboy Savings Institution will be opened again in a few days.

## DAMAGE BY STORMS IN MARYLAND.

WIND, LIGHTNING AND HAIL CAUSE DESTRUCTION.

Baltimore, July 16 (Special).—Terrible wind and electrical storms have passed over the western part of Maryland the last two days. Hail accompanied the storm yesterday and did great destruction to fruit and vegetables. A number of barns and other farm buildings were struck by lightning. In the vicinity of Hagerstown and Williamsport the wind blew with terrific velocity, twisting the tops out of big trees and limbs off like straws, carrying them for some distance. Several large oaks and other trees were uprooted and broke into fragments. In some places the wind was so strong that it was impossible to stand. Wind-lights were broken in a number of houses. Mrs. Mary Lizer was swept off her feet by the wind and buried under a pile of debris. A portion of her clothing was ripped off and she was cut and bruised. In the country around trees were blown over, fences wrecked and wheat shocks caught up by the wind and the sheaves scattered over the fields.

The storm along the Western Maryland Railroad was unusually severe. The wind had the velocity of a tornado, and cut a swath about a half mile wide, doing great damage on a score of farms. A tract of six acres of timber land was laid waste. A large tree was blown across the line, and fell over the tracks, killing Mr. W. H. Humfhouse and daughter, of Baltimore, who were driving. They narrowly escaped being killed. Mrs. Humfhouse was slightly injured. The train was thrown out under the horse and injured. The carriage was wrecked.

## A FIREMAN SERIOUSLY INJURED.

A BANISTER POST PIERCES HIS ABDOMEN, AND HE MAY NOT RECOVER.

Henry F. Shanahan, twenty-seven years old, of No. 193 Franklin-st., a member of Engine Company No. 27, was seriously injured at a fire which occurred at No. 56 Beach-st. last evening. He was removed to the Hudson Street Hospital, and doubts are entertained of his recovery.

The building is a three story and basement brick dwelling house, and is occupied as a boarding house by Edward S. Mulligan, also of Engine No. 27. The fire started on the third floor, as the result of an explosion of an oil lamp. Shanahan entered the building, and in walking down stairs ran into the banister. It was an insecure affair and it gave way, one of the posts entering the fireman's abdomen. Shanahan was carried from the building unconscious, and hurried away in an ambulance. The total loss will be about \$1,000.

## KISSING BUGS IN BALTIMORE.

Baltimore, July 16 (Special).—Miss Blanche Williams and Miss Emma Spurr, of this city, are suffering severely from stings on their lips inflicted by the so-called kissing bugs while the women were asleep. Miss Williams was bitten on her upper lip, and the cheek soon swelled to twice its normal size. She examined her room and found the bug in the mantelpiece in a dark corner. The print of the sting was plainly and deeply marked on her lip, and she had a smarting, burning sensation of the face.

The bug captured by her is three-quarters of an inch in length. Its body is triangular in shape, and of a grayish color, with the exception of a dark square on the back. The sting, or lance, is a vicious looking organ, an inch long, and slightly curved from the head under the body.

STANDARD, BOTTLED AT THE BREWERY. \$1.10 per case of 24 bottles. At grocers. Out of town orders promptly filled. Order by postal or telephone, 14 Waburg. Otto Huber Brewery, Brooklyn—Adv.

## NEW TREATIES WITH JAPAN

## RELATIONS OF THE ISLAND EMPIRE WITH THE REST OF THE WORLD.

## SHE IS NOW PLACED ON AN EQUAL FOOTING WITH OTHER NATIONS—CHIEF CHANGES SET FORTH BY MINISTER KOMURA.

Washington, July 16.—A new treaty between the United States and Japan goes into effect to-morrow, at which time also new treaties between Japan and nearly all of the countries of Europe and some South American republics also go into effect. This is an event of far reaching importance in the relations between Japan and the United States, as it does away with the treaty methods which have been in vogue for nearly fifty years and substitutes an entirely new method of procedure. The same is true of the relations of Japan with other countries. Taken as a whole, many new treaties which go into effect to-morrow place Japan on an entirely new footing with the world at large, as she is recognized for the first time as an equal in every respect.

The treaty with this country was made on November 22, 1894, in Washington, between Secretary Gresham and Minister Komura, who then represented Japan here. The changes it made were so far reaching that it was determined the treaty should not go into operation until July 17, 1899. Jutaro Komura, the present Japanese Minister in Washington, was seen at the Japanese Legation to-day, and gave an interesting outline of the more important features of the new arrangements. He said:

"The seventeenth of July marks the turning point in the diplomatic history not only of Japan, but of the Oriental countries in general. It will be the first instance in which the Western Powers have recognized Japan as an equal with the Oriental States. This action of the enlightened nations of Europe and America shows that if any country is ready to assume a full share in the responsibility and affairs of the world at large, these old and enlightened Powers are ready to admit such a country to full comity among nations. So we regard the advent of this treaty as a very important step not only for Japan, but for all the nations of the East."

The countries with which Japan has made new treaties are the United States, Great Britain, Germany, France, Russia, Austria, Italy, Spain, Portugal, Belgium, Holland, Denmark, Sweden and Norway, Switzerland and Peru. All of these go into effect to-morrow, except those with France and Austria, which are deferred until August 4. With most of the countries Japan had treaty relations before, but they were crude and unsatisfactory.

"To understand the change it is necessary to look at the condition under the old treaties. This was essentially based on two principles—first, that foreign residents in Japan shall enjoy the privileges of extra-territoriality—that is, they should be amenable to the laws and jurisdiction of the Consul of their own country, and not to Japanese jurisdiction; and second, that foreign residents in Japan shall be exempted to certain open ports, outside of which foreigners could not reside, own property or engage in trade. The result was, in effect, about fifteen or sixteen systems of courts in Japan for the purpose of trying foreigners who commit offenses in Japan. Furthermore, most of the Powers claimed that Japanese laws were not binding upon foreigners. For instance, take our quarantine laws. While they protected us as against the people, there was no protection in the case of an infected foreign ship. The only exception to this refusal to recognize Japanese law was the United States, which recognized from the first the binding force of the Japanese law."

One of the bad effects of this system was that foreign residents had entire immunity from taxation, while the Japanese paid all the taxes. All this has now disappeared, and foreigners have the same duties as well as the same obligations as the Japanese citizens—no more and no less. The first step in the new system is to put an end to the old system of extra-territoriality, by which foreign citizens were judged by different standards from Japanese.

The second essential thing is the opening of the entire interior of Japan to foreign residents and trade. Until now the interior of Japan was closed to foreigners, and foreigners could not even travel without a special permit. These five places are an insignificant part of the empire, with its populous cities and inviting fields of industry, is thrown open to foreigners. They may live anywhere, engage in any kind of business, and they will be assured of the same protection to life and property that is given to the Japanese."

By changing about the new system of treaties Japan naturally feels more friendly toward the United States, because she always has been friendly with the rest of the world. The new system of treaties is a step toward the most friendly terms of this matter. And so, as the Government and people of the United States have taken such a large interest in making the new system a reality, they will take a most sincere interest in the carrying out of the new treaty."

## FAITH HEALER IN A HOSPITAL.

## A CHRISTIAN SCIENTIST CAUSES EXCITEMENT IN BELLEVUE.

There was excitement in Bellevue Hospital yesterday afternoon. The agitation over the fire in the infants' pavilion of a few days ago was mild in comparison.

In so doing, which Superintendent O'Rourke was the nurses to explain a man who said he was a "Christian Scientist," a "Divine Healer," and able to cure every disease that flesh inherits, got into the institution. He told the patients that the physicians of Bellevue were their worst enemies and were merely using them as experiments for the benefit of the "better element."

The man had some small pieces of salve which he wanted to sell at a cent a box. He had a lot of elaborate cards on the back of which was a cross in red and containing the name, "P. J. Dervin, No. 28 Bowersy."

He got one poor fellow in the last stages of consumption worked into a fever of excitement by the promise of a cure in three days if he would get out of the hospital.

The man managed to get through several of the wards and sell some of his "medicine" before he was discovered. A newspaper man in one of the cots made the discovery. He drew the fellow out, and upon the promise of making him no crime, he left the hospital by the most direct route, and he was handed none too gently.

Superintendent O'Rourke said he would have thrown the fellow out of the nearest window if he had found him.

## LYNCHED FOR NO CRIME.

NEGRO SO FRIGHTENED THAT HE COULD NOT SPEAK IN HIS OWN DEFENCE—DRIVEN INTO THE RIVER AT THE MOUTH OF RIFLES.

New-Orleans, July 16 (Special).—A novel means of lynching a negro was employed two days ago in St. Charles Parish, a few miles above New-Orleans. The man was driven into the river at the muzzles of Winchesters and a wound in the back of his head would indicate that the operation of drowning was accelerated by a rifle bullet. From all accounts, the negro had committed no crime, but became frightened when accused and was unable to speak in his own defence.

George Jones, a mulatto of New-Orleans, belonging to a family of negroes of some wealth, attended recently a picnic at a suburban resort and met a young woman from St. Charles Parish, who invited Jones and one of his friends to visit her at her home. The men left only a few days ago and then drove home to ride to the woman's home, and when by next morning the men had not returned to the lively stable the cry was raised that the horses had been stolen. Another day passed and Jones reappeared with his horse. He was at once seized by an angry crowd of negroes and white men, and the nurse did his best to quell the threatening appearance of the crowd. The young mulatto lost his nerve, his knees trembled and his teeth chattered, and he was unable to speak. He was told to run, and dashed away to the river, followed by a volley of bullets. For two days past his body has been floating down the river, and only yesterday the corpse was brought to the attention of Judge Roel, the man who recently so severely arraigned the St. James Grand Jury for its inaction in lynching cases.

## KILLED IN SIGHT OF MANY.

## TRANSPORT HITS A ROWBOAT AND A WOMAN'S SKULL IS CRUSHED.

## PEOPLE ON A RECREATION PIER WITNESS THE ACCIDENT, AND A PANIC NEARLY RESULTS.

A northbound New-York and New-Haven car transport ran into a rowboat in the Harlem River off One-hundred-and-twelfth-st., last night, capsizing it and throwing its occupants into the water. One of the latter, Mrs. Celeste Sullo, twenty-seven years old, of No. 65 Cote-st., was hit by the prow of the transport. Her skull was crushed and she was instantly killed. With her in the boat were her husband, Carmen Sullo, twenty-eight years old; his eight-year-old daughter, Jennie, and Frederick O. Beangale, of No. 227 Sullivan-st., a friend. None of the persons in the rowboat could swim. John Murray, of No. 1,446 Park-ave., and Michael Flynn, of No. 1,857 Third-ave., were in a small boat near the shore and saw the accident. They pulled out as quickly as possible and rescued the two men and the baby, and securing the body of the woman toward it ashore. The child was suffering from the water it had swallowed and from shock. It was taken to the Harlem Hospital.

About two thousand persons were on the recreation pier at One-hundred-and-twelfth-st., enjoying the band concert and evening breezes, when they were startled by the shrieking of the persons in the boat. The crowd was thrown almost into a panic. The women and children ran about screaming to the men to do something, while many of the younger men ran to jump into the water, and would have done so had they not seen the small boat putting out. It is said there was no policeman on the pier, owing to the strike in Brooklyn, and there was an hour's delay in calling an ambulance.

## FIRE IN THE NAVY YARD.

## CLOTH USED BY THE DEPARTMENT DESTROYED BY A SERIOUS BLAZE.

A fire broke out about 9 o'clock last night in Building No. 33, which is occupied by the provision and clothing department of the Bureau of Supplies and Accounts in the Brooklyn Navy Yard. The fire was discovered on the third floor, which is the top one, and in which white duck cloth was kept and cut up for the men in the Navy. About \$5,000 worth of cloth was on the floor, and it is thought that it was entirely consumed by flames, as the fire swept from one end of the building to the other. On the second floor was stored in bales covered by waterproof material all the other cloth for the suits worn in the Navy and needed for other purposes.

The cloth on this floor was estimated to be valued at about \$500,000. How much of it was destroyed by water could not be learned, but it was thought that it must have been somewhat damaged, despite the fact that it was protected by waterproof covering. The building is the largest one in the Navy Department in which cloth is kept. It is near the commandant's house, and is about two hundred and fifty feet long and forty-five feet wide.

This is the fourth fire that has occurred in the Navy Yard since February 15, on which day the machine shop, containing, besides machinery and other valuable things, models of various vessels, was burned to the ground. The second fire was discovered soon afterward in the paymaster's office, but the loss there was only slight. In the terrific thunderstorm which swept over this city last week lightning struck and set fire to a contractor's shed in the yard. That was the third fire.

The cause of last night's fire is unknown. It could not have started from a fire in a stove, as there was no stove or furnace fire in the building. It was not caused by any person stepping on a match or letting a lighted match fall on the floor, for nobody entered the building from the time the watchman left it, at 5 o'clock on Sunday night, until the fire was discovered. The most plausible theory as to the origin of the fire seemed to be that it started from an explosion of chemicals used for dyeing, which were stored on the top floor, or from an electric light wire.

The watchman at the building discovered the fire. He at once gave the fire signal, and two alarms were turned in. The fireboats Van Wyck and Hood were sent to the yard, and the fire was put out by the firemen. The fire did not eat through the roof of the building, and was put out in about an hour.

## STRONG OPPOSITION TO HOAR.

## HIS ANTI-IMPERIALISTIC SENTIMENTS MAY COST HIM HIS SEAT IN THE SENATE.

Boston, July 16 (Special).—Senator George F. Hoar will not go back to the Senate if the plans of the present Republican leaders are carried out, because of his anti-imperialistic sentiments. The candidates for the United States Senate in Massachusetts mentioned the names of ex-Governor Long, Governor Wolcott, William H. Hall, Congressman Moody and General Draper. Senator Hoar will not be a candidate for re-election.

The Republican State organization, which did not want McKinley, is now strongly in his favor. The same organization is strongly opposed to the return of Senator Hoar, and in opposition to Senator Hoar's re-election. The result was that McKinley or not, but at all events he is expected to be a favorite of the junior Senators, who are now in London. The senior and junior Senators had their fight in last year's Legislature on the question of imperialism, with the result that it was a tie. The incoming Legislature will be called upon to make a stronger declaration, this State being the home of the Abolitionists, and Senator Hoar's friends, who will be there in great numbers, expect that such a resolution will go through.

## PROBABLY FATALITY HURT BY A TEAM.

## A MAN RUN OVER AT ONE-HUNDRED-AND-TWENTY-FIFTH-ST. AND SEVENTH-AVE.

John Fournier, thirty-five years old, of No. 519 West One-hundred-and-twenty-fifth-st., was probably fatally injured at One-hundred-and-twenty-fifth-st. and Seventh-ave., yesterday afternoon. He was run down by a team which was racing with another team. The man says he was unable to rise for several minutes and was just about to be run over again when a citizen saw his peril and dragged him to safety after great peril to himself.

The rescuer sent a hurry call to Manhattan Hospital and Dr. Campbell answered it. He found Fournier unconscious, but learned the patient's name from the man who had called the ambulance and to whom Fournier had made his identity known. The man is internally injured. The physicians at Manhattan Hospital say the exact nature of his injury is impossible to determine.

There is always one to determine. The New-York Central Railway Company, which was the owner of the team which injured Mr. Fournier, did not even slacken his speed to see what damage had been caused.

## REPORT OF DEFIANT RETRACTED.

Madrid, July 16.—"El Liberal," which yesterday published a statement to the effect that a deficit of \$20,000,000 had been discovered in the accounts of the Northern Railway Company, due to embezzlements, publishes a retraction to-day, admitting that the story was false, and apologizing.

## FRENCH SQUADRON AT BARCELONA.

Barcelona, July 16.—A French squadron, consisting of twenty ships, arrived here to-day.

At 3:30 p. m. every day but Saturday and Sunday and every Saturday at 1:30 p. m. the New-York Empire State Express time; luxurious service; all Wagner cars—Adv.

## THE STRIKE LACKS STRENGTH.

## CARS WERE RUNNING ON ALL RAPID TRANSIT LINES YESTERDAY.

## BROOKLYN TRAVEL HAMPERED, BUT NOT STOPPED.

There are signs of complete and utter rout of the striking employees of the Brooklyn Rapid Transit system. About eleven hundred men refused to report for duty, the majority of them being on the Nassau lines.

The testing car Ampere sustained the principal assault of the day, but the strikers as a rule contented themselves with jeering the men who remained at work.

Officials of the company expressed the utmost confidence that by Thursday there would be only a memory of the strike.

Chief Devery had about fourteen hundred men from Manhattan on duty across the river, and ample protection was afforded to cars and their motormen and conductors.

Late last night the running of cars was stopped, but it was announced that the full schedule would go into effect at 5 o'clock this morning.

Eleven hundred motormen and conductors in the employ of the Brooklyn Rapid Transit Company, obeying the call of the Executive Board of District Assembly No. 75, Knights of Labor, went on strike yesterday morning at 5 o'clock, and did their utmost to cripple the traffic of the company. The men met an utter rout. President Rossiter and his staff were fully prepared for the emergency, and started cars all over their important lines on time yesterday morning, and kept them running until dark, when, for prudential reasons, the lines were largely tied up for the night. At Brooklyn Police Headquarters last night at 12 o'clock President Rossiter, after a conference with the police officials, said that at 5 o'clock this morning he would start cars on full schedule over every line of the Rapid Transit system.

The only really serious encounter of the day took place at 11 o'clock near Greenwood Cemetery, on the Fifth-ave. line, when the testing car Ampere, with Chief Engineer J. C. Brackenridge in charge, was attacked by the strikers. A motorman was savagely attacked by a striker, and his life was saved by W. W. Wickes, and the Police Commissioners spent the greater part of the day there.

Brigadier-General McLeer called at Police Headquarters, but he said that there was no danger of troops being needed to quell any disturbance, as the police could handle the situation.

It was learned from an official of the Brooklyn Elevated that about 20 per cent of the employees of the different elevated roads failed to report for duty on Sunday morning. Nevertheless, by drawing on extras, the dispatchers were able to send out trains pretty near their scheduled time. Those who are still at their posts say they do not expect further trouble. All was quiet during the day, and, to the casual observer, there appeared to be nothing unusual except the presence of more police than are commonly seen at the exits of the stations.

## "NOTHING TO ARBITRATE."

## PRESIDENT ROSSITER'S ROSE COLORED VIEW OF THE STRIKE.

HE SAYS THE GREAT MAJORITY OF THE MEN REMAINED LOYAL TO THE COMPANY, AND PROMISES FULL SERVICE FOR TO-DAY.

President Rossiter told a Tribune reporter last night that the Brooklyn Rapid Transit officials would not arbitrate the strike difficulty with their striking employees.

"There's nothing to arbitrate," said Mr. Rossiter. "The men who have gone out come to me with certain demands. I showed them that they already had substantially all they asked for and would straighten out any injustices. They came in a fighting mood, and were not disposed to look at the subject dispassionately. Mr. Delehanty, of the Arbitration Commission, had a long talk with Colonel Williams about the propriety of arbitrating the alleged dispute. I did not see him. Colonel Williams told him there was nothing to arbitrate, and that is true."

"How many men went out on strike this morning?"

"Between 700 and 1,000. Not more than 1,000 at the outside. About 200 out of 800 or 900 of the Nassau men remained loyal to the company, and ran their cars as usual, and about 200 of the 2,800 or 3,000 Brooklyn Heights men went out with the strikers. Two hundred out of 2,800 does not make a large percentage when it comes to striking, and the result shows what we have held to be true all along—that the Heights men would remain steadfast. They realize that there is nothing to strike about."

"What about to-morrow?"

"All I can say is that we have enough men to run every single trip to-morrow, and will do so, if we are not interfered with. Of course, if the strikers should be permitted to pull our motormen and conductors off the cars, and cut wires, it would be difficult to handle the usual amount of traffic. We will do the best we can. We have considered it wise to stop running cars to-night on all the suburban lines after 8 o'clock, and the cars on the main lines will not be run after 12 o'clock. Few people will be discommoded by this, as they can use the elevated trains. The normal conditions will return in a day or two, I hope, so that the suburban trolley service may be continued all night. The presence of the Manhattan police in the city has had a most beneficial effect. They have done splendid work, and the good order which was maintained to-day is owing largely to their presence. Our success to-day in conducting our business in the face of a strike is almost unparalleled. We have not only kept all our lines open, but we opened the new Culver road to Coney Island, according to schedule. I cannot estimate the shrinkage in traffic owing to the strike. The returns to-morrow will tell all that. It seemed to me this morning that there was special providence in the lower of water and the rain. People did not start off the day with a rush to the beaches, as usual, and this gave us time to steady ourselves."

President Rossiter said that the Seventh and Ninth ave. lines of the Nassau system were manned by Halsey-st. men, the employees on that line having refused to go out almost to a man.

## ALL TRAFFIC STOPPED AT MIDNIGHT.

## PRESIDENT ROSSITER SAYS IT WAS TO PREPARE FOR THE FIGHT TO-DAY.

The trolley lines of Brooklyn, with the exception of the Fulton-st., Gates-ave. and Putnam-ave. lines, were tied up tight last night at 8 o'clock, and the cars will not begin running again till this morning at 5 o'clock. The three lines mentioned ran their cars till midnight, when they, too, joined the silent majority. President Rossiter said that he issued the order to shut down traffic in order to get ready for the renewal of the fight with the strikers this morning.

It is believed that another reason for doing so was the fact that the special policemen from Manhattan, to the number of one thousand, have been working long hours and needed a rest for the hard work to-day.

Commissioner York did not request the shut down of traffic, and declined even when President Rossiter hinted that the officers needed a rest for the hard work to-day.

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